

LOOKED LIKE AN ANARCHIST.

Vice-President E. F. Shanbaker was on his way to luncheon at the bomb-thrower entered the bank. He noticed that the man was roughly dressed and looked like the pictures he had seen of a Russian anarchist, and that he carried a parcel.

The man walked straight into the bank and entered the rooms of the president and other officers in the southwestern part of the building, recently vacated by a broker's firm and added to the bank suite. Approaching some of the clerks, he asked to see President Rushton, but immediately followed this request by making a demand for money.

The interior of the bank building is a wreck, and the flying glass fell in a shower as the explosion shook the big structure.

Tenants of the Bullitt Building, in which the Fourth Street National Bank had its offices, fled from their offices in terror, and many, believing an earthquake had occurred, dashed down the stairway into the street. The Police and Fire Departments were quick to arrive on the scene, and under Director McKenney's orders they took possession of the bank, placing a guard over the bank's vaults, where cash and securities worth several million of dollars are stored.

The fire which followed the explosion was quickly put out, but as an extra precaution the police and firemen were kept on guard until some sort of order had been restored and the frightened employees had recovered sufficiently to resume their duties.

THIS MAN'S EYES BLOWN OUT.

After some order had been restored, the task of caring for the injured was taken up by every one in the building. The worst case is that of William Crump, thirty-seven years old, the colored messenger, who sat beside McLean when the stranger entered. His eyes were blown out, his scalp torn off and his face made unrecognizable from the impact of fragments of the exploding bomb. It is thought impossible for him to survive, and word was sent to his home at No. 237 South Hutchinson street. Crump managed to feebly articulate that he had seen the man come and ask for a loan of \$5,000, for which he could offer no securities. As the man raised his arm to throw the bomb, Crump leaped forward to stop him, but was too late.

The bank is located in the heart of the business section and tremendous excitement followed the explosion. Business was practically suspended for blocks around, and thousands of merchants, bankers, clerks and clerks, bareheaded and in their shirt sleeves, flocked to the scene of the explosion, which is close to both Walnut and Chestnut streets. A report spread that the entire bank had been blown up by an internal machine for purposes of robbery and that scores had been killed. The explosion completely demolished the bank fittings, cast books and money all over the place and blew out the windows.

CRIME LIKE THE ATTACK OF NORCROSS UPON SAGE.

There is a striking similarity between the Philadelphia affair and the attempt of Henry L. Norcross to kill Russell Sage in this city fifteen years ago. Norcross threw a bomb at Mr. Sage. The explosion killed himself and a clerk named Benjamin P. Norton, seriously injured Mr. Sage, Frank Robertson and William R. Laidlaw, slightly wounded other persons and demolished the office. Norcross was a note broker, with an office in Pearl street, Boston. He conceived the idea of getting money from Mr. Sage by threatening his life, and in pursuance of his plan manufactured a destructive bomb in his office. The bomb he placed in a satchel and then started for New York.

On Dec. 4, 1891, Norcross walked into Mr. Sage's office at No. 71 Broadway, carrying the satchel. He was well dressed and looked like a young business man. Handling the clerk a card inscribed "N. L. Norcross," he asked that Mr. Sage be called. Mr. Sage sent back word that he had some important appointments, but would see "Mr. Wilson" at 2 o'clock. Norcross instructed the clerk to tell Sage he had a letter to him from Mr. Rockefeller and would take but a moment of his time. Upon receipt of this information Mr. Sage stepped into

FIND LOOT IN ROOM OF ENGLISH CROOKS.

While working on what they thought was a routine case of burglary at the home of Adolf Alse, Inspector McLaughlin's men to-day stumbled on almost conclusive evidence in the burglary of the residence of James Thompson, of No. 35 Fordham road, the Bronx. The men they suspected in the Alse case were serving terms of years in the Westchester County Jail, and when they are discharged to-day they will be at once arrested on the charge of robbing the Thompson home and taken to Headquarters. The Inspector said that one of them made a complete confession exonerating his companion and taking all the blame on himself.

The prisoner, John Calvin and Arthur Collins, both of No. 53 West One Hundred and Twenty-fifth street and both believed to be famous English criminals. Their thumb marks, photographs and Bertillon measure were mailed to Scotland Yard. McLaughlin worked for some time up to six months ago as a catman with a stand on One Hundred and Twenty-fifth street. Nobody knew where he lived and it was not until some time after he was finally arrested that the detectives discovered he had a retreat with Collins, an ex-convict, at the One Hundred and Twenty-fifth street address.

The police are still convinced that these were the men who broke into the Alse house at No. 100 West One Hundred and Twenty-fifth street. The burglars took several thousand dollars worth of silverware and jewelry and left the room in a state of confusion. When they entered Mr. Alse's room, he awoke and asked them what they were doing. They told him they were burglars, for they had, leaving most of their baggage behind. Mr. Alse remarked that they spoke with an English accent, and about a month ago the pair had been arrested as part of the \$200 worth stolen from the Alse house. The burglars had broken into his house and got away without awakening him.

After being rearrested Calvin and Collins were taken to Headquarters. Collins announced in the presence of Calvin that he was in the Thompson house that

HOW HARRIMAN JUGGLED U. P. AND THE MARKET.

Light Thrown on Withholding of Information of 10% Dividend.

PRICE FELL 3 POINTS.

Big Commission Paid to William Rockefeller Without Apparent Reason.

Had it not been for the illness of E. H. Harriman the most secret of the railroad magnate from the time of the Northern Pacific corner to the acquisition of numerous small street railroads throughout California and Utah would have been forced from the lips of the mysterious railroad power himself on the witness stand. This was admitted to an Evening World reporter this afternoon by counsel for the Interstate Commerce Commission. The session to-day was largely devoted to an attempt to force from William D. Cornish, vice-president of all "Four Pacifics," and supposed to be the shadowy railroad power's most intimate friend—an admission that the money gained from a \$100,000,000 bond issue of the Union Pacific in March, 1901, was used by Harriman to fight Morgan in the big Northern Pacific struggle a month later. Cornish proved quite uncooperative, and managed to give Mr. Kellogg's thrusts effectually. That was the intention of the investigators to have drawn from Harriman himself—by placing him on the rack ahead of all his associates—a full history of all his transactions is not denied by Mr. Kellogg.

From an associate of the Commission's investigation it was learned that Mr. Harriman's failure to appear at the investigation had been a bitter disappointment to the probe and upset their plans seriously. They had planned to place the magnate under a raking fire before he learned the truth about the investigation and take him off his feet.

Jeffery on Stand.

The first witness of the day was E. T. Jeffery, president of the Denver and Rio Grande and Western Pacific, under construction—part of the Gould roads west of Denver. Attorney C. A. Severance took the witness in hand. The importance of this witness was soon evident.

Q. I am chairman of the board of directors of the Union Pacific Railroad and several other railroads," said the witness in answer to the first question. Q. Now, the Southern Pacific runs from New Orleans in the East to Portland, Ore., in the West, is that right?

Q. What situation grew up with regard to the Rio Grande at Ogden after the acquisition of the Southern Pacific by the Union Pacific? A. There was a general shrinkage of our business, due, doubtless, to the control of the Union Pacific.

Commissioner Harlan wanted to know from the witness if the merger of the Union and Southern Pacific had had any effect on the traffic rates of the Rio Grande. The witness replied that it had not.

Q. Your line was a competing route from Ogden before the merger? asked Commissioner Harlan. A. Yes, sir.

Q. And since the acquisition of the Southern Pacific and Union Pacific your road's power to compete for coast traffic has been diminished? A. Yes, sir.

Stiff Competition.

Q. That as well as stifling competition to the North and East the merger affected traffic to the West?

Q. Yes, sir," replied Mr. Jeffery, with much conviction. Q. Did the merger of the Denver and Rio Grande and Western Pacific with the Union Pacific affect the traffic to the West?

Q. Yes, sir," replied Mr. Jeffery, with much conviction. Q. Did the merger of the Denver and Rio Grande and Western Pacific with the Union Pacific affect the traffic to the West?

Q. Yes, sir," replied Mr. Jeffery, with much conviction. Q. Did the merger of the Denver and Rio Grande and Western Pacific with the Union Pacific affect the traffic to the West?

Q. Yes, sir," replied Mr. Jeffery, with much conviction. Q. Did the merger of the Denver and Rio Grande and Western Pacific with the Union Pacific affect the traffic to the West?

Q. Yes, sir," replied Mr. Jeffery, with much conviction. Q. Did the merger of the Denver and Rio Grande and Western Pacific with the Union Pacific affect the traffic to the West?

Q. Yes, sir," replied Mr. Jeffery, with much conviction. Q. Did the merger of the Denver and Rio Grande and Western Pacific with the Union Pacific affect the traffic to the West?

Q. Yes, sir," replied Mr. Jeffery, with much conviction. Q. Did the merger of the Denver and Rio Grande and Western Pacific with the Union Pacific affect the traffic to the West?

Q. Yes, sir," replied Mr. Jeffery, with much conviction. Q. Did the merger of the Denver and Rio Grande and Western Pacific with the Union Pacific affect the traffic to the West?

President of Bank Wrecked by Bomb Thrower in Philadelphia.



112 BELIEVED TO BE LOST ON PACIFIC COST STEAMER.

(Continued from First Page.)

ling nature that the steamship company immediately dispatched men to the scene of the supposed disaster, and made arrangements to send boats to the scene in the hope of picking up survivors. The ship carried a crew of about thirty. The City of Panama was the oldest vessel in the service of the Pacific Mail Steamship Company, of which E. H. Harriman is president. The ship was built in 1874. She was an iron screw vessel of 1,400 tons, and of late years has taken little or no part in the regular South American trade. At times this vessel has been used as a tug, and at other times as a lighter.

Occasionally the old vessel would dock at San Francisco to have her bottom scraped and her machinery overhauled. Her appearance here was at a time when one of the regular passenger ships to South and Central America was in need of repairs. The regular ships would lie up about the time the City of Panama was in shape to sail, and then the City of Panama would take the schedule run.

Single Skinned Hull.

The Panama was 245 feet long, had a beam of 36.1 feet and a depth of hold of 20.2 feet. The hull was subdivided by four water-tight bulkheads, but there were no automatic bulkhead doors, and the doors between the bulkheads had to be closed by hand.

The hull was covered by a single skin, and there was not even a double bottom for water ballast. There were no longitudinal bulkhead walls, dividing the engine room, as in the case of a two-huller, around type. The hull was driven by a single screw.

Four engines, two were of the old type, and two were of the new type. The engines showed only 80 nominal power.

At the offices of the Pacific Steamship Company they sold eight days previous to the disaster. "I really don't know," said the witness.

Q. "Wasn't that same 300,000 shares bought back by the Short Line people on Jan. 1, 1903, from William Rockefeller?"

Q. "It was bought back from Mr. Rockefeller."

Q. Mr. Kellogg then handed Mr. Miller a letter from William Rockefeller to Harriman, dated from Standard Oil Building in New York, agreeing to pay him \$187,500 commission for the delivery of the stock held by the Short Line?

Q. "Do you remember that Mr. Harriman later told you why he sold stock in May to take it back at the same price in November?"

Q. "I don't recollect."

Q. "Do you know why Mr. Rockefeller should have got a commission out of this stock?"

Q. "I do not, Mr. Kellogg," answered the witness, who seemed much worried at the introduction of the Standard Oil Magnate's name.

Light was thrown on an occasion well remembered in the financial world—the time when the withholds last summer the announcement of the Standard Oil Company's intention to acquire the Union Pacific Railroad.

A resolution was passed at this meeting on Mr. Harriman's motion that, as all the directors were not present, it would be well to withhold the announcement of the 10 per cent. dividend "at the discretion of the executive board."

This was the occasion, it will be remembered, when the failure of the Union Pacific to announce a dividend when one of 6 per cent. was expected caused the stock to drop three points. On the delayed announcement of the 10 per cent. dividend there was a wild scramble to buy, and Union Pacific stock soared high.

Winter Sports in the Adirondack Mountains.

Skating, snowshoeing, bobbing and skating only 12 hours from New York or Buffalo, 15 hours from Boston, by New York Central Lines, Round trip tickets at half rate on sale to January 14th, good returning January 15th. For information at New York Central ticket offices.

PONCE'S OWNERS FEAR MISHAP HAS BEFALLEN SHIP.

Porto Rico Steamer Now Five Days Overdue at This Port.

59 PERSONS ON BOARD.

Not Sighted or Heard from Since Sailing from Porto Rico on Christmas.

That some misfortune has overtaken the steamship Ponce, which should have arrived here from Porto Rico on Dec. 31, was admitted to-day at the offices of the New York and Porto Rico Steamship Company, which owns the vessel. When the Ponce sailed from Porto Rico for New York on Christmas Day she had fifty-nine persons aboard—fifty-two in the crew and seven passengers. The names of the passengers are: Henry W. Rogers, D. A. Toss, P. P. Kidd, G. B. Campbell, Lagaria Santiago, Mario B. Mayoral and H. Bates.

Not Sighted by Caracas.

There has been no unusually bad weather for this time of the year on the route between Porto Rico and New York. The steamship Caracas, of the Red D line, which sailed from San Juan on the same day the Ponce sailed from Ponce, arrived on time almost a week ago and reported a pleasant trip. The Ponce should have followed almost exactly the same route as the Caracas. Officials of the line kept up a semblance of cheerfulness until last night in the hope that the Cosmo, a sister ship of the Ponce, bound in over the same route and due to-day, might have picked her up or would bring news of her. But the captain of the Cosmo reports that he saw nothing of the Ponce.

The Esperanza, of the Ward Line, arrived to-day from Havana. She brought no news of the missing vessel. Inasmuch as all incoming steamships that have sailed on the route from Porto Rico have followed report of moderate weather, the more encouraging hope is that her machinery is out of order.

Unpleasant is caused by the report of a tremendous storm in the Caribbean on Christmas Eve and Christmas Day, brought in yesterday by the steamship Advance, from Colon. The storm forced the Advance out of Colon Harbor, and it was days before she could get back. But according to navigators familiar with conditions in the Caribbean, a storm of tremendous force at the Isthmus of Panama might not be felt to any extent north of Porto Rico.

Strong Modern Steamer.

The Ponce is seven years old and considered a first-class vessel. She was built at the Harlan & Hollingsworth yards at Wilmington, Delaware, a single screw, and cost \$212 tons.

The Porto Rico Line steamship Berwind left here to-day for Ponce with orders to look out for the overdue steamer Ponce, of the same line.

General Manager Franklin Mooney, of the New York and Porto Rico Steamship Company, says that whatever has happened to the Ponce she is in good condition to stand any amount of heavy seas and is well supplied with provisions. Mr. Mooney has notified the Revenue Cutter service at Washington and they have sent cutters in search of the missing vessel.

Capt. Harvey, command of the Ponce, has been with the company for seven years and is considered one of their best men.

WOMEN, LIFE FRIENDS, DIE IN SAME HOUR.

RIVERHEAD, L. I., Jan. 5.—A remarkable case was brought to the attention of the people of this village to-day, when it was announced that Mrs. Charles Hallett and Mrs. R. T. Slade, of this place, life-long friends, had died within a half hour of each other, in houses adjoining, where they had both lived since they were married years ago.

Mrs. Hallett was taken ill some time ago, and for several days Mrs. Slade nursed her, but the latter was also taken ill. Both failed steadily, and last evening Mrs. Hallett died.

Mrs. Slade was in a dying condition, and nothing was said to her of the death of her friend. Just before she drew her last breath she told those about her that she was dying, and when she died, as she said, she feared the shock would kill her old friend.

These two women were born here, were practically the same age, and were always to be found together. There was only a short time between each falling ill, and the women pre-arranged upon them to build homes adjoining, so that they might be inseparable.

WOULDN'T PAY \$3 FOR NEW YEAR'S RIDE.

So Hackman Frawley Dragged Black From His Cab and Is Held for Assault.

Martin Frawley, of No. 51 West Forty-fifth street, who has the back privileges in front of Jack's restaurant, was held in \$50 bonds to-day by Magistrate Whitman in the West Side Court on a charge of assaulting Charles H. Black, a traveling salesman of Baltimore, who is at the Herald Square Hotel.

According to Black, he took a cab-ride New Year's night, and when he got to Jack's he and the cabman had a dispute over the bill of \$2. He said he demanded that he be taken to the West Forty-seventh street police station, where it could be decided whether he was being overcharged, but Police Officer Hoot, stationed in front of the restaurant, refused to take him. Frawley came to the door of the cab, Black said, and dragged him out, when he assaulted the alleged assailant.

FILES CURED IN 3 TO 14 DAYS.

PAZO OINTMENT is guaranteed to cure any case of Herpes, Eczema, Psoriasis, Scabies, Pimples, Itch, etc., in 3 to 14 days or money returned.

COREY TO STICK AS PRESIDENT OF BIG STEEL TRUST.

Official Denial of Reports that He Will Be Forced Out Because of Infatuation for Mabelle Gilman, the Singer.

To end sensational rumors phrased in biggest type that William E. Corey will lose the presidency of the United States Steel Company because of his infatuation for Mabelle Gilman, the comic opera singer, The Evening World states on the authority of one of the highest officers that "Mr. Corey has not resigned, no effort has been made to force him to resign and there is no likelihood of his resigning."

The same authority declares to be absurd the statements sensationally printed that Charles M. Schwab and Andrew Carnegie have joined to effect Mr. Corey's retirement. "When Charles M. Schwab retired from United States Steel his influence ended. Since Andrew Carnegie stepped aside he has had no voice in steel affairs. Some Pittsburgh dreamer is responsible for the fake that Pittsburgh interests are pushing Mr. Dinkey for election to the presidency at the annual meeting in April. If Mr. Corey wants to marry Miss Gilman it is none of our business."

Making steel is his business, not meddling in love affairs.

Mr. Corey is now with Miss Gilman at the beautiful chateau Villa Degens, near the quaint old village of Massy Perrier, in one of the most romantic sections of France. With them are Miss Gilman's mother and a sister of Mr. Corey.

A statement comes to-day from Brad-Jock, Pa., from a close friend of Mr. Corey, who also stands high in the councils of the Steel Trust. He says: "W. E. Corey, president of the United States Steel Corporation, will marry Mabelle Gilman, the actress, now at her chateau near Versailles, France. He will not resign the presidency of the steel corporation and he will visit his old home and his parents in North Braddock, where he was born, where he lived until shortly after attaining his majority and where his former wife, Mrs. Laura Cook Corey, who divorced him last fall at Reno, Nev., is also residing."

Expected Christmas Wedding.

"We had expected a day or so ago to learn that Ella was married," continued this friend, "but word came that the wedding, which we had been given to understand would take place about Christmas time, would take place within a few days. He made it tell you the date, but it will not be later than a week from the present time, probably the first of next week."

"Mr. Corey went to Paris with the express purpose of marrying Miss Gilman, who is alleged to have figured in the matrimonial troubles of the Coreys. Mr. Corey, as you know, has repeatedly denied that Miss Gilman would become his wife, but it has been known to his near relatives and business associates in the steel corporation for some time that he would wed her. The repeated denials of Mr. Corey were made to be as secret as possible, following the international notoriety given the Corey case from the outset."

"His family knew of his intentions. Long before Mr. Corey left in December for Europe, when he took passage upon the steamer Ponce, from New York, he informed several officials of the Steel Trust that he would be married before he returned, and to Miss Gilman. The wedding was not scheduled for Christmas Day, you understand, but we were given the impression that it would be about that time. Now we know that it will be in a few days. The statement I have made is absolutely correct."

Mr. Corey's sister, Mrs. Arthur B. Riggs, who has been with Miss Gilman

COLD PEOPLE Improper Food Makes Poor Circulation.

The food that produces energy, gives natural warmth, while it strengthens the invalid and leads back to health and happiness.

There's no stimulant that can take the place of proper, well-digested food—that's Grape-Nuts.

"I am so grateful," writes a N. Y. lady, "for the good done me by Grape-Nuts that I feel I ought to write and thank you."

"Ever since the coming of my baby I have had such poor circulation it seemed as though I never could get warm."

"Nothing I ate agreed with me and I had little nourishment for baby. Finally my husband said: 'Why not try Grape-Nuts? I see it has done a good deal for some people.'"

"Oh, I am sick and tired of hearing about those things," I answered, "it might benefit some people, but not me. But I got worse all the time. One day my husband brought home a package of Grape-Nuts and asked me to try it."

"I did so, and that's why I am so thankful now. The first night I tried it I slept soundly all night and in the morning felt warm and comfortable. I tried it again and in the morning refilled me as though I had had a good night's sleep, and I feel able to do a good day's work."

"It has done so much for me I want to encourage mothers to use it themselves and give it to their babies. We feel it was a godsend to us."

Name given by Postum Co., Battle Creek, Mich. Read the little book, "The Road to Wellville." There's a reason.

DIED.

KILLEEN.—On Thursday, Jan. 3, 1907, BRIDGET KILLEEN, wife of Dennis Killeen, of Killeen, Meekins, County Galway, Ireland.

Funeral from her late residence, 340 East 120th st., thence to the Church of the Holy Rood, 119th st. and Pleasant av., on Monday, at 9:30 o'clock.

HELP WANTED.—MALE JANITOR.—Man and wife wanted for janitor; must be handy, willing, industrious and sober; \$10.00 month and room. Address: 120 West 11th St., New York.

\$250. Reward

A reward of Two Hundred and Fifty Dollars will be paid for the arrest and conviction of any junk dealer or other person who is guilty of the violation of Section 550 of the Penal Code of the State of New York, of criminally receiving any property belonging to this company.

NEW YORK TELEPHONE CO. 15 Day St., New York. JOHN H. CARRILL, May 1, 1907. 30 Vice-President

Lambert's Atterbury System Clothes Marked Down

For Rheumatism

HELP WANTED.—MALE JANITOR.—Man and wife wanted for janitor; must be handy, willing, industrious and sober; \$10.00 month and room. Address: 120 West 11th St., New York.